84 North Street
Guildford
GU1 4AU

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1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of Bailey Total Building Envelope Ltd to accompany a planning application in relation to development proposals at 4-5 Redkiln Close, Horsham (herein after referred to as 'the site').

1.2 The site is situated on land to the south of Redkiln Close, approximately 1 kilometre north east of Horsham town centre and falls within the administrative boundaries of Horsham District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to the both the strategic highway network, including the B2195 to the northeast and the A24 and A264 to the northwest, and existing public transport facilities including bus stops and Horsham railway station to the north.

1.3 The site currently comprises of an existing industrial unit which occupies approximately 897 square metres (Gross Internal Area) of floorspace (Use Class B8) and an additional seven square metres occupied by compressor housing to the rear. The development proposals seek the demolition of the existing industrial unit and construction of two new industrial units which will occupy approximately 1,561 square metres (Gross Internal Area) of floorspace (Use Class B8). The development proposals therefore represent an uplift in floorspace by 664 square metres. Access to the site will be achieved via the existing access taken from Redkiln Way. Car and cycle parking is to be provided in accordance with local policy standards.

1.4 This Highways Technical Note has been prepared to provide detail on the access, parking and servicing arrangements associated with the development proposals. This Highways Technical Note also considers the net change in vehicle trip generation between the existing and proposed industrial units.

2.0 Baseline Conditions

Site Location

2.1 The site is situated on land to the south of Redkiln Close, approximately 1 kilometre north east of Horsham town centre. The site benefits from close proximity to the both the strategic highway network, including the B2195 to the northeast and the A24 and A264 to the northwest, and existing public transport facilities including bus stops and Horsham railway station to the north. The site location is illustrated in Figure 2.1 below.

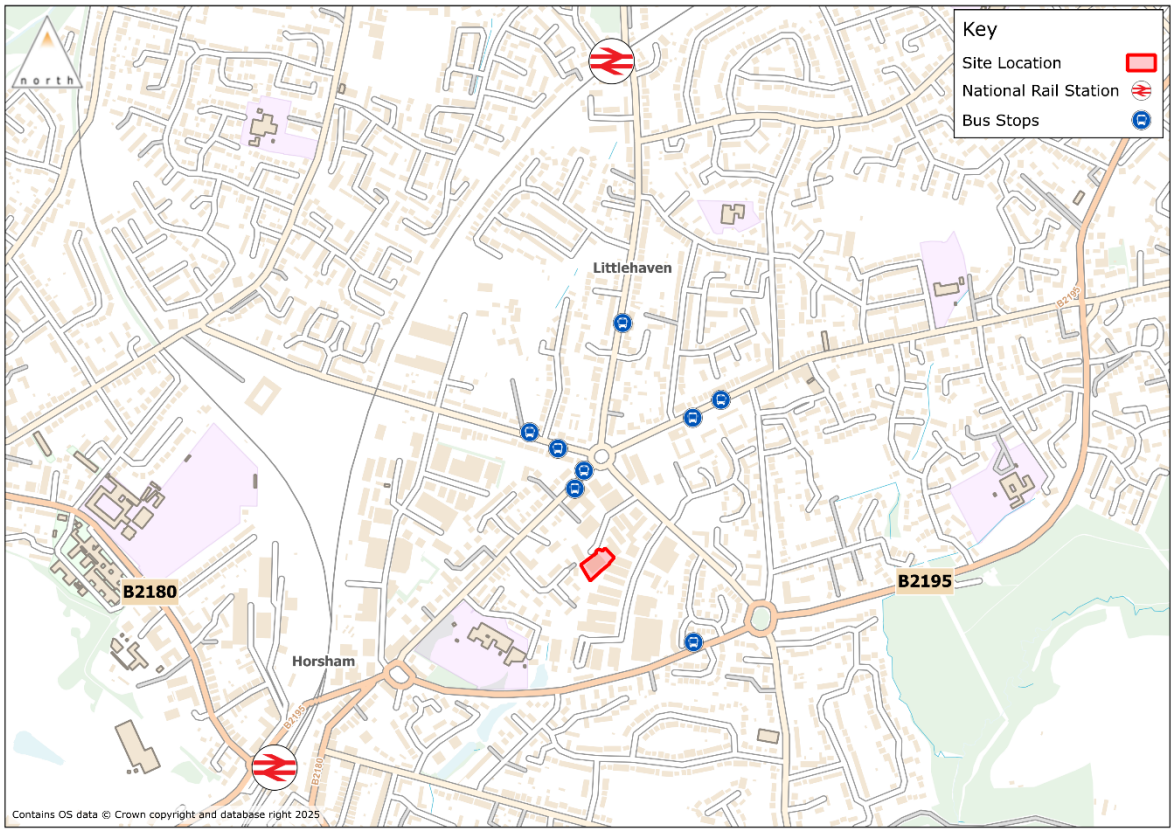


Figure 2.1 - Site Location

Local Highway Network

2.2 The site is served by Redkiln Close, a two-way single carriageway road subject to a speed limit of 30 miles per hour. Double yellow lines are present throughout the extent of Redkiln Close, with the exception of on-street parking opportunities approximately 80 metres north of the site.

2.3 Redkiln Close leads north to Redkiln Way, a two-way single carriageway road orientated on a northwest-southeast axis subject to a speed limit of 30 miles per hour. Redkiln Way leads northwest towards the Redkiln Way – Parsonage Road roundabout which provides southbound access towards Horsham town centre via Kings Road, westbound access towards the A24 via Parsonage Road and northbound access towards the A264 via Rusper Road.

2.4 To the south, Redkiln Way leads towards Comptons Lane via a five-arm roundabout and routes further south onto the A281.

Road Safety

2.5 A review of Personal Injury Collision (PIC) data for a stretch of Redkiln Close and Redkiln Way has been undertaken using the Collision Plot online tool. This identified that two collisions have occurred within the vicinity of the site in the latest five-year period for which data is available. The Collision Plot report is included in **Appendix A**.

2.6 The first collision occurred on 9th May 2019 within the hours of daylight in fine weather conditions and involved a car exiting the main road and colliding with a cyclist approaching the Redkiln Close priority junction. The second collision occurred on 6th September 2019 within the hours of daylight in fine weather conditions and involved a motorcyclist approaching the Redkiln Close priority junction and colliding with a goods vehicle.

2.7 The recent collision history appears to be a result of driver error rather than a highway safety deficiency and it is therefore concluded that there is no evidence of an existing road safety problem in the vicinity of the site.

Sustainable Transport Accessibility

Accessibility on Foot and by Cycle

2.8 A shared foot/cycleway with street lighting is provided on the south side of Redkiln Way, which provide pedestrian and cycle connection towards existing bus stops to the north west of the site on Kings Road. An existing pedestrian crossing point is provided at the site access junction taken from Redkiln Close in the form of dropped kerbs with tactile paving. The existing shared foot/cycleway on the south side of Redkiln Close provides a direct connection towards the existing amenities to the south west on Kings Road.

2.9 In addition, the footway on the north side of Redkiln Way also benefits from street lighting and provides pedestrian access to a number of local amenities to the north of the site.

2.10 There is an existing on-road cycle lane on the western side of Kings Road approximately 200 metres east of the site, which connects to the existing shared foot/cycleway on the south side of Redkiln Way. The on-road cycle lane provides a cycle connection towards an existing cycle 600 metres south of the site which routes between Worthing Road and Horsham Station. In addition, National Cycle Network Route 223 is located approximately 4.5 kilometres south of the site and provides a cycle route between Shoreham-by-Sea and Chertsey via Steyning, Horsham, Guildford and Woking.

Accessibility by Bus

2.11 The closest bus stops are located on King Road approximately 300 metres north west of the site on Kings Road. The bus stops comprise of bus shelters with respective timetables and route to a number of destinations including Broadbridge Heath, Crawley, Horsham, Rusper, Worthing and Southwater. Additional bus stops are also located 450 metres northeast of the site which also service the 200 bus route between Bewbush and Gatwick Airport. A summary of the bus routes serviced by local bus stops is provided in Table 2.1 below.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
6	Slaugham – Staplefield- Handcross – Pease Pottage – Colgate – Horsham	2 services – Wednesdays only	No services	No services
23	Crawley – Southgate – Bewbush – Roffey Corner – Horsham – Hop Oast – Southwater – Ashington – Washington – Findon Place – Broadwater - Worthing	1 service every half hour	1 service every half hour	1 service every hour
52	Horsham – Rusper – Colgate – Roffey Corner – Horsham – Broadbridge Heath	2 services – Mondays and Thursdays only	No services	No services
98	Southwater – Hop Oast – Horsham – Oakhill – Littlehaven	1 service every 20 minutes	1 service every 20 minutes	1 service every half hour
200	Horsham – North Heath – Roffey Corner – Faygate Roundabout – Bewbush -	1 service every 30 minutes	1 service every 30 minutes	1 service every 30 minutes

Table 2.1 - Local Bus Services

Accessibility by Rail

2.12 The nearest railway station is Horsham railway station located approximately 1 kilometre south of the site, equivalent to a 13-minute walk or a five-minute cycle. Horsham railway station is managed by Southern Railways and benefits from 220 car parking spaces and 253 sheltered cycle parking spaces. Destinations served at Horsham railway station include Bognor Regis, London Victoria, Peterborough and Portsmouth.

2.13 It is noted that Littlehaven railway station is located approximately 1.3 kilometres north of the site and is therefore also within suitable walking and cycling distances from the site. Littlehaven railway station is managed by Southern Railways and benefits from six cycle parking spaces. Littlehaven railway station operates services the same services offered at Horsham railway station, a summary of which is provided in Table 2.2 below.

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Bognor Regis	Horsham – Christs Hospital – Billingshurst – Pulborough – Amberley – Arundel – Ford – Barnham – Bognor Regis	1 service every half hour	1 service every half hour	1 service every hour
London Victoria	Horsham – Crawley – Three Bridges – Gatwick Airport – Redhill – East Croydon – Clapham Junction	1 service every half hour	1 service every half hour	1 service every hour
Peterborough	Horsham – Littlehaven – Ifield – Crawley – Three Bridges –Gatwick Airport – Horley – Redhill – Merstham – Coulsdon South – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – St. Pancras – Finsbury Park – Stevenage – Htichin – Arlesey – Biggleswade – Sandy – St. Neots – Huntgindon - Peterborough	1 service every half hour	No direct services	No direct services
Portsmouth	Horsham – Christs Hospital – Billingshurst – Pulborough – Amberley – Arundel – Ford – Barnham – Chichester – Southbourne – Emsworth – Havant – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1 service every half hour	1 service every half hour	1 service every hour

Table 2.2 - Local Rail Services

3.0 Development Proposals

3.1 This section provides further detail on the development proposals which includes the proposed use and quantum, in addition to the proposed access, parking and servicing arrangements having regard to relevant design guidance.

Proposed Use & Quantum

3.2 The development proposals comprise of the demolition of the existing industrial unit, which occupies 897 square metres of floorspace, and subsequent construction of two industrial units which will occupy 1,561 square metres of floorspace, which represents an uplift in industrial floorspace by 664 square metres. Access to the site will be achieved via the existing access taken from Redkiln Way. Car and cycle parking is to be provided in accordance with local policy standards. The indicative site layout plan is included in **Appendix B**.

Access Arrangements

3.3 Pedestrian and cycle access to the site will be achieved via the existing access taken from Redkiln Way. There is an existing shared foot/cycleway on the west side of Redkiln Close measuring 2 metres in width which routes south towards the site.

3.4 The existing vehicular access will be removed and a new access will be provided from Redkiln Close. The existing access arrangements currently comprise of a dropped kerb and a lockable gate. Under the existing arrangements, two vehicles cannot pass at the existing dropped kerb.

3.5 The development proposals seek to reinstate the existing dropped kerb at full height and establish a vehicular access measuring approximately 7 metres in width. The proposed access will allow for two-way movement of vehicles associated with the industrial unit and utilise the existing road geometry to accommodate the proposed access. It should be noted that the proposed access design will not interfere with the operation of the existing turning head on Redkiln Close. As such, the development proposals represent a material benefit with regard to access arrangements.

3.6 Redkiln Way is subject to a speed limit of 30 miles per hour. Therefore, guidance contained within Manual for Streets (2007) requires visibility splays of 43 metres in each direction set back 2.4 metres from the edge of the carriageway. The required visibility splays are shown on the access arrangement drawing included in **Appendix C**. The visibility splays are contained entirely within the highway boundary.

Parking Arrangements

3.7 Parking standards for new development are contained within West Sussex County Council's 'Guidance on Parking at New Developments' (2020) guidance document. The parking standards pertaining to industrial uses (Use Classes B8) are replicated in Table 3.1 below.

Use Class	Vehicle Parking	Cycle Parking
B8 Storage & Distribution	1 space per 100 square metres	1 space per 500 square metres for staff 1 space for 1,000 square metres for visitors

Table 3.1 - Vehicle Parking Standards (Guidance on Parking at New Developments, West Sussex County Council, 2020)

3.8 Table 3.1 above demonstrates that vehicle parking should be provided at a ratio of 1 space per 100 square metres and cycle parking should be provided at a ratio of 1 space per 500 square metres and 1 space per 1,000 square metres for staff and visitors, respectively.

3.9 The development proposals seek to provide a total of 18 car parking spaces within the curtilage of the site, which is marginally above the parking standards as presented in Table 3.1 above. Whilst above standards, this is considered appropriate due to the site context within a wider estate where on-street parking is prevalent. Providing sufficient parking on site avoids adding to existing parking demand off-site. Furthermore the proposal is for two units, and therefore demand for parking may be higher than one individual unit.

3.10 To demonstrate that the proposed quantum of car parking is suitable to serve the development proposals, a parking accumulation study is included in Section 4 of this Highways Technical Note and demonstrates that the 18 car parking spaces can accommodate the parking demand the development is predicted to attract.

3.11 A total of six cycle parking spaces will be provided in accordance with the cycle parking standards as presented in Table 3.1 above. A cycle store is proposed to the north of the industrial units and will be sheltered, secure and lockable.

Delivery and Servicing Arrangements

3.12 Suitable arrangements will be made within the proposed development to accommodate delivery and servicing vehicle movements. It is envisaged that the largest vehicle that will require access to the delivery bays will measure approximately 8 metres in length. Two delivery bays, measuring 6 metres in width and 6 metres in length, are to accompany the proposed industrial units. Delivery vehicles will be required to enter the site in forward gear and reverse into the delivery bays before exiting the site in forward gear.

3.13 A dedicated bin store is proposed to the north of the industrial units. Refuse vehicles will be required to enter the site in forward gear via the existing access taken from Redkiln Way, reverse into the site utilising the existing turning area to exercise all refuse collection activities and exit the site in forward gear.

3.14 The adequacy of the access arrangements has been tested using swept path analysis to ensure that delivery and servicing vehicle movements can be accommodate within the curtilage of the site. The swept path analysis is included in **Appendix D** and a summary of the drawings is as follows:

- Motion Drawing 2501063-TK01 – Large car, measuring 4.8 metres in length, accessing and egressing a number of proposed car parking spaces;
- Motion Drawing 2501063-TK02 – Delivery van, measuring 7 metres in length, accessing and egressing the proposed delivery bays;
- Motion Drawing 2501063-TK03 – Rigid HGV, measuring 8 metres in length, accessing and egressing the proposed delivery bays; and
- Motion Drawing 2501063-TK04 – Horsham refuse vehicle, measuring 10.5 metres in length, utilising the existing turning area to access and egress the site in forward gear.

4.0 Development Impact

Trip Generation

4.1 This section outlines the vehicle movements that are likely to be generated by the proposed development. When assessing the impacts of an industrial development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Existing Trip Generation

4.2 In order to ascertain an understanding of the vehicle movements likely to be generated by the existing industrial floorspace, the TRICS database has been interrogated for surveys contained within the category '02: Employment: C – Industrial Unit', within the following parameters:

- Sites located in England (excluding Greater London);
- Sites in areas classified as 'Suburban Area';
- Sites with a gross floor area of 500-2,000 square metres; and
- Weekday surveys only.

4.3 The trip rates associated with the above parameters and resultant vehicle movements pursuant to 897 square metres of existing industrial floorspace are provided in Table 4.1 below. The full TRICS output is included in **Appendix E**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.673	0.303	0.000	0.101	3.332	3.314
Vehicular Trips	6	3	0	1	30	30

Table 4.1 - Trip Generation – Existing Industrial Unit (897 square metres of industrial floorspace)

4.4 Table 4.1 above demonstrates that the existing industrial unit could generate in the order of nine vehicle movements during the morning peak hour and one vehicle movements during the evening peak hour. Over an average weekday, the existing industrial unit could generate in the order of 60 vehicle movements.

Proposed Trip Generation

4.5 In order to ascertain an understanding of the vehicle movements likely to be generated by the development proposals, the trip rates in Table 4.1 above have been applied to the proposed 1,561 square metres of industrial floorspace. The trips associated with the proposed development are provided in Table 4.2 below.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.673	0.303	0.000	0.101	3.332	3.314
Vehicular Trips	11	5	0	2	52	52

Table 4.2 - Trip Generation – Proposed Trip Generation (1,561 square metres of industrial floorspace)

4.6 Table 4.2 above demonstrates that the proposed industrial unit could generate in the order of 16 vehicle movements during the morning peak hour and eight vehicle movements during the evening peak hour. Over an average weekday, the proposed industrial unit could generate in the order of 104 vehicle movements.

Net Change

4.7 Table 4.3 below provides a summary of the net change in vehicle trips between the existing and proposed industrial floorspace.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Vehicle Trips	6	3	0	1	30	30
Proposed Vehicle Trips	11	5	0	2	52	52
Total	**+5**	**+2**	**0**	**+1**	**+22**	**+22**

Table 4.3 - Net Change Between Existing and Proposed Trip Generation

4.8 Table 4.3 above suggests that the development proposals are expected to result in a marginal increase in vehicle movements during each of the morning and evening peak hours.

Parking Accumulation

4.9 To demonstrate that the proposed parking demand brought about by the development proposals will not have a detrimental impact on highway safety and lead to on-street 'overspill' parking, a parking accumulation study has been prepared. This demonstrates the total number of vehicle arrivals and departures on an hourly basis between 07:00-19:00 and the resultant cumulative parking with the curtilage of the site. The number of vehicle arrivals and departures have been calculated using the TRICS daily movement output included in **Appendix E** and the results are included in Table 4.4 below.

B2 General Industrial	Vehicle Trip Rate		Vehicle Movements		Parking Accumulation
	Arr	Dep	Arr	Dep	Total
05:00-06:00	0	0	0	0	0
06:00-07:00	0	0	0	0	0
07:00-08:00	0.538	0.168	8	3	5
08:00-09:00	0.673	0.303	11	5	11
09:00-10:00	0.303	0.236	5	4	12
10:00-11:00	0.236	0.236	4	4	12
11:00-12:00	0.168	0.168	3	3	12
12:00-13:00	0.303	0.37	5	6	11
13:00-14:00	0.404	0.404	6	6	11
14:00-15:00	0.236	0.135	4	2	13
15:00-16:00	0.37	0.404	6	6	13
16:00-17:00	0.101	0.707	2	11	4
17:00-18:00	0	0.101	0	2	2
18:00-19:00	0	0.082	0	1	1
19:00-20:00	0	0	0	0	1
20:00-21:00	0	0	0	0	1
Total Trip Rate	**3.332**	**3.314**	**52**	**52**	

Table 4.4 - Parking Accumulation Study (1,561 square metres of industrial floorspace)

4.10 As presented in Table 4.4 above, the trip generation analysis identifies that the development is expected to generate in the order of 104 vehicle movements over the course of an average weekday. It is evident that car parking accumulation peaks between 09:00-12:00 and 14:00-16:00, where 12 and 13 car parking spaces would be in use, respectively. In view of this, the provision of 18 car parking spaces will be adequate to accommodate the future car demand on opening whilst providing some scope for future parking demand should it be required.

Summary

4.11 The expected trip generating capacity of the development proposals has been assessed with reference to the industry standard TRICS database. The analysis demonstrates the development proposals are expected to result in a marginal increase in vehicle movements during each of the morning and evening peak periods in comparison to the existing vehicle movements. The analysis also demonstrates that car parking provision is sufficient to meet the predicted parking demand of the development proposals.

4.12 On that basis, it is concluded that the development proposals will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

5.0 Summary and Conclusions

5.1 This Highways Technical Note has been prepared on behalf of Bailey Total Building Envelope Ltd. to accompany a planning application in relation to development proposals at 4-5 Redkiln Close, Horsham.

5.2 The site is situated on land to the south of Redkiln Close, approximately 1 kilometre north east of Horsham town centre. The site benefits from close proximity to the both the strategic highway network, including the

B2195 to the northeast and the A24 and A264 to the northwest, and existing public transport facilities including bus stops and Horsham railway station to the north.

5.3 The site currently comprises of an existing industrial unit which occupies approximately 897 square metres of floorspace (Use Class B8) and an additional seven square metres occupied by compressor housing to the rear. The development proposals seek the demolition of the existing industrial unit and construction of two new industrial units which will occupy approximately 1,561 square metres of floorspace (Use Class B8), which represents an uplift in floorspace by 664 square metres. Access to the site will be achieved via the existing access taken from Redkiln Way. Car and cycle parking is to be provided in accordance with local policy standards.

5.4 This Highways Technical Note has demonstrated that the development proposals benefit from suitable access, parking and servicing arrangements in accordance with relevant design guidance. This Highways Technical Note has also demonstrated that the development proposals would have a marginal impact on the safety and capacity of the local highway network, and that parking provision can accommodate the future car demand on opening whilst providing additional scope for future parking. As such, it is concluded there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Collision Plot Report

Collision Plot Premium

PIC Report - mahors

01/01/2019 - 31/12/2023

Number of Collisions Involving

	Slight	Serious	Fatal	**Total**
Pedestrian	0	0	0	0 (0%)
Cyclist	1	0	0	1 (20%)
Motorcycle	1	0	0	1 (20%)
Car	2	0	0	2 (40%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	1	0	0	1 (20%)
Other	0	0	0	0 (0%)

Severity

Slight	2 (100%)
Serious	0 (0%)
Fatal	0 (0%)
Total	**2**

Light conditions

Dark	0 (0%)
Light	2 (100%)

Casualties

	Slight	Serious	Fatal	**Total**
Pedestrian	0	0	0	0 (0%)
Cyclist	1	0	0	1 (50%)
Motorcycle	1	0	0	1 (50%)
Car	0	0	0	0 (0%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	2	0	0	2

Surface conditions

Dry	1 (50%)
Wet	1 (50%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2019470875210 | Slight | Fri | 06/09/2019 | 18:50 | Light | Dry

Authority (highway):	West Sussex	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Using private drive or entrance	Light conditions:	Light	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	Central refuge - no other controls	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Motorcycle	2, Goods	3, Car
Manouevre:	Going ahead	Turning right	Slowing or stopping
Direction of travel:	Northwest to southeast	Northeast to northwest	Southeast to northwest
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Entering main road	Approaching junction or waiting/parked at approach
First point of impact:	Front	Front	Did not impact
Driver sex & age:	Male, 22	Male, 40	Male, 39
Journey purpose:	Part of work	Other	Other
Engine capacity (cc):	125	--	1597
Propulsion:	Petrol	--	Petrol
Age of vehicle:	9	--	10

Casualties

Casualty reference:	1
Vehicle reference:	1 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 22

2019471902389 | Slight | Thu | 09/05/2019 | 15:15 | Light | Wet

Authority (highway):	West Sussex	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manouevre:	Turning right	Going ahead
Direction of travel:	West to south	West to east
Vehicle Location:	On main carriageway	Cycle lane (on main road)
Junction Location:	Leaving main road	Approaching junction or waiting/parked at approach
First point of impact:	Did not impact	Did not impact
Driver sex & age:	Female, 62	Male, 12
Journey purpose:	--	Pupil riding to/from school
Engine capacity (cc):	1598	--
Propulsion:	Heavy oil	--
Age of vehicle:	9	--

Casualties

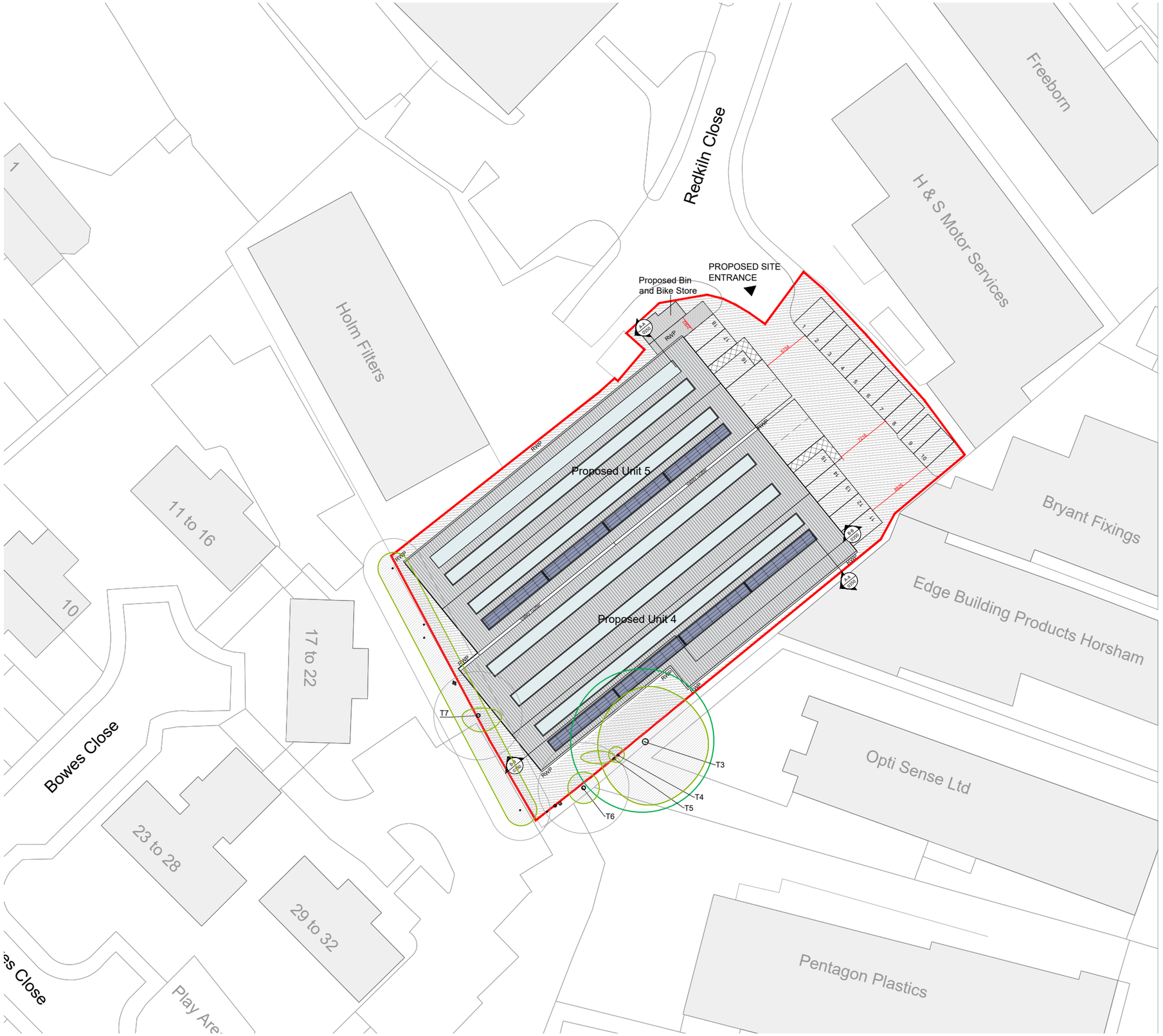
Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 12

Appendix B

Indicative Site Layout Plan

THIS DRAWING IS ONLY LICENSED FOR THE PURPOSE INDICATED IN THE STATUS BAR.

UNAUTHORISED USE SHOULD BE REPORTED TO THE DRAWING OFFICE AND ANY SUCH USE IS NOT INDEMNIFIED



KEY

- APPLICATION BOUNDARY
- PROPOSED ROOFLIGHT
- PROPOSED PV PANELS
- EXISTING TREE CANOPIES AS PER SURVEY DRAWING. Refer ARB drawings for details.
- EXISTING BUILDINGS OUTSIDE BOUNDARY
- PROPOSED PAVIORS
- TARMAC

RPA KEY (As per ARB Tree Restraint Plan)

- Category A
- Category B
- Category C
- T## Tree Reference - in accordance with ARB tree survey.

GIA

UNIT 4 : 898 sqm / 9665 sqft
GF = 825 sqm
MEZZANINE = 73 sqm

UNIT 5 : 663 sqm / 7136 sqft
GF = 620 sqm
MEZZANINE = 43 sqm

TOTAL GIA = 1561 sqm / 16802 sqft

BIN PROVISION

-360 litres for residual waste
- 660 litres for mixed dry recycling

BIKE PROVISION

- Enclosed bike store providing 6 cycles (3 sheffield stands)
- Bike store to be secured and lockable

Total Bin and Bike store GIA = 13 sqm / 139 sqft

PARKING

- 18no. car parking spaces including 2no. disabled parking spaces

- 4no. Van Delivery Bays

0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100' 110' 120' 130' 140' 150'
0m 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m

REVISIONS				
P2	23.4.25	For planning	AM	NM
P1	18.2.25	ARB Input	AM	NM
REV.	DATE	REVISION	DRW.	CHK.

made Architects Ltd
The Stables | 19 Howard Road | Reigate
w: www.made-architects.com
e: info@made-architects.com
t: +44 (0)203 633 4625
madearchitects_

Client:	Wildgoose UK Limited
Job:	2473
Address:	Redkiln Close, Horsham RH13 5QL
Drawing:	Proposed Site Plan
Scale:	1:500
Drawn	AM
Checked	NM
Date:	02/12/2024

PRELIMINARY
Liable to change without notice, not for construction

Size		Rev
A3	2473-MAL-XX-00-DR-A 0050	P2

THIS DRAWING IS ONLY LICENSED FOR THE PURPOSE INDICATED IN THE STATUS BAR.

UNAUTHORISED USE SHOULD BE REPORTED TO THE DRAWING OFFICE AND ANY SUCH USE IS NOT INDEMNIFIED

PROPOSED UNIT 5
GIA = 663sqm

GF = 620 sqm
MEZZANINE = 43 sqm

PROPOSED UNIT 4
GIA = 898sqm

GF = 825 sqm
MEZZANINE = 73 sqm

Fire Escape

Acc WC 3.3sqm

Office 15 sqm

Mezzanine Floor Overhead

Proposed Bike Store

Proposed Bin Store

S/S

Personnel Entrance

Van Delivery Bay 6x6m

Vehicular Entrance

6x6m Roller Shutter

Office 24 sqm

Acc WC 3.3sqm

Mezzanine Floor Overhead

Personnel Entrance

Van Delivery Bay 6x6m

Vehicular Entrance

6x6m Roller Shutter

Fire Escape

Edge P

A-A 0350

B-B 0350

2 0251

1 0250

2 0250

KEY

- APPLICATION BOUNDARY
- PROPOSED PAVIORS
- TARMAC
- EXISTING TREE CANOPIES AS PER SURVEY DRAWING. Refer ARB drawings for details.

RPA KEY (As per ARB Tree Restraint Plan)

- Category A
- Category B
- Category C
- T## Tree Reference - in accordance with ARB tree survey.

GIA

UNIT 4 : 898 sqm / 9665 sqft
GF = 825 sqm
MEZZANINE = 73 sqm

UNIT 5 : 663 sqm / 7136 sqft
GF = 620 sqm
MEZZANINE = 43 sqm

TOTAL GIA = 1561 sqm / 16802 sqft

BIN PROVISION

-360 litres for residual waste
- 660 litres for mixed dry recycling

BIKE PROVISION

- Enclosed bike store providing 6 cycles (3 sheffield stands)
- Bike store to be secured and lockable

Total Bin and Bike store GIA = 13 sqm / 139 sqft

PARKING

- 18no. car parking spaces including 2no. disabled parking spaces

- 4no. Van Delivery Bays

REVISIONS			
REV.	DATE	REVISION	DRW. CHK.
P2	23.4.25	For planning	AM NM
P1	18.2.25	ARB input	AM NM

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The Stables | 18 Howard Road | Reigate
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e: info@made-architects.com
t: +44 (0)203 633 4625
madearchitects_

Client:	Wildgoose UK Limited
Job:	2473
Address:	Redkiln Close, Horsham RH13 5QL
Drawing:	Proposed Ground Floor Plan
Scale:	1:200
Drawn	AM
Checked	NM
Date:	02/12/2024
Size	A3

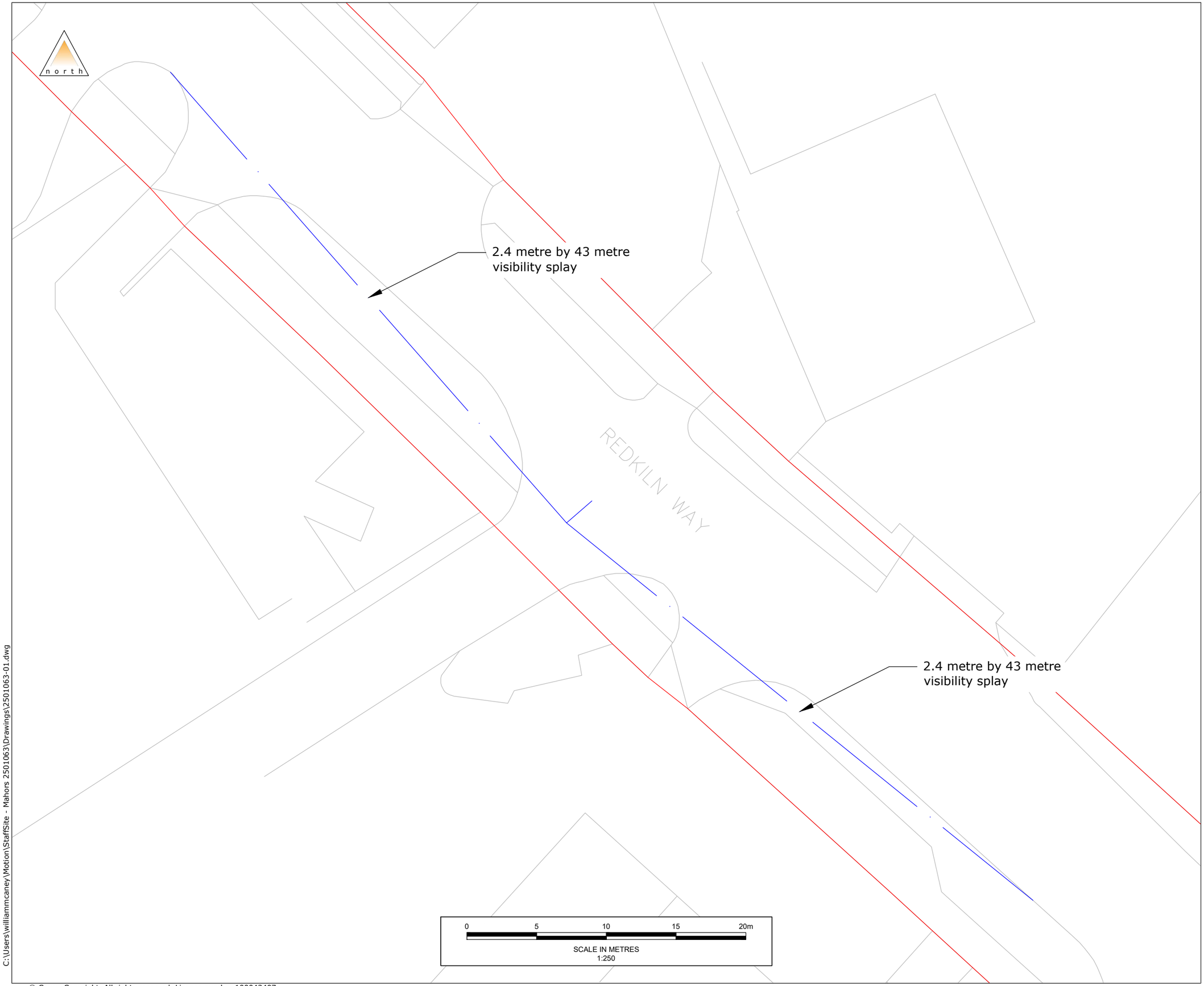
PRELIMINARY
Liable to change without notice, not for construction

2473-MAL-XX-00-DR-A 0150 Rev P2

0' 10' 20' 30'
0m 5m 10m

Appendix C

Proposed Access Arrangements and Visibility Splays



C:\Users\williammcaney\Motion\StaffSite - Mahors 2501063\Drawings\2501063-01.dwg

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
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Legend

Highway Boundary

Visibility Splay

Rev.	Description	Drn	Chk	App	Date
-	First Issue	WMC	DM	DM	25/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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www.motion.co.uk

Client:
Made Architects

Project:
4-5 Redkiln Close, Horsham

Title:
Proposed Access Arrangement

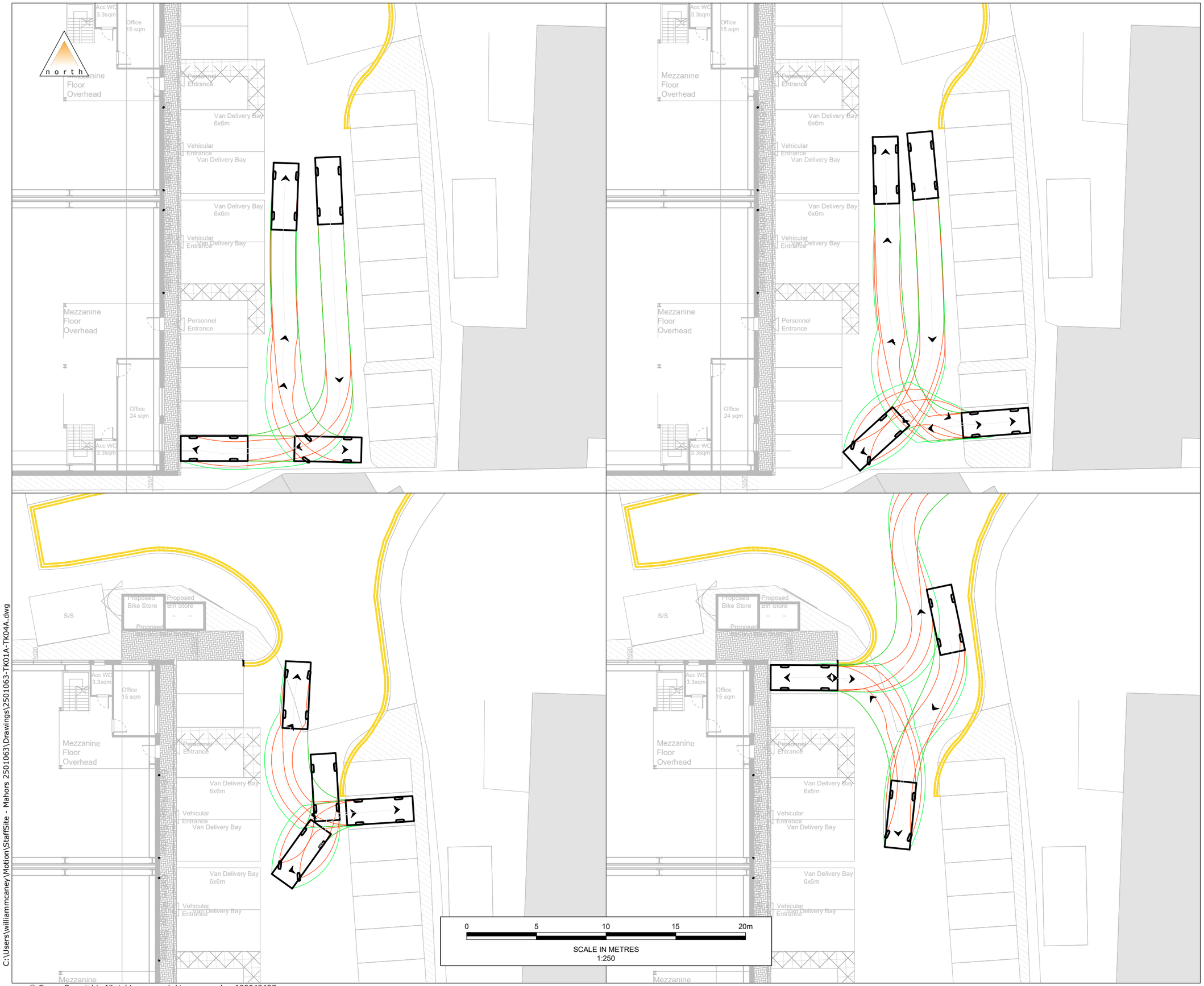
Scale: 1:250 (@ A3)

Drawing: 2501063-01

Revision: -

Appendix D

Swept Path Analysis



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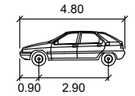

SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	28/04/2025
-	First Issue	WMC	DM	DM	25/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Made Architects

Project:
4-5 Redkiln Close, Horsham

Title:
Swept Path Analysis
Large Car

Scale: 1:250 (@ A3)

Drawing: 2501063-TK01

Revision: A

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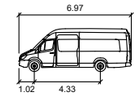
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.



Mercedes Sprinter

	meters
Width	: 2.02
Track	: 1.99
Lock to Lock Time	: 5.0
Steering Angle	: 39.5

Rev.	Description	Drn	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	28/04/2025
-	First Issue	WMC	DM	DM	25/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Made Architects

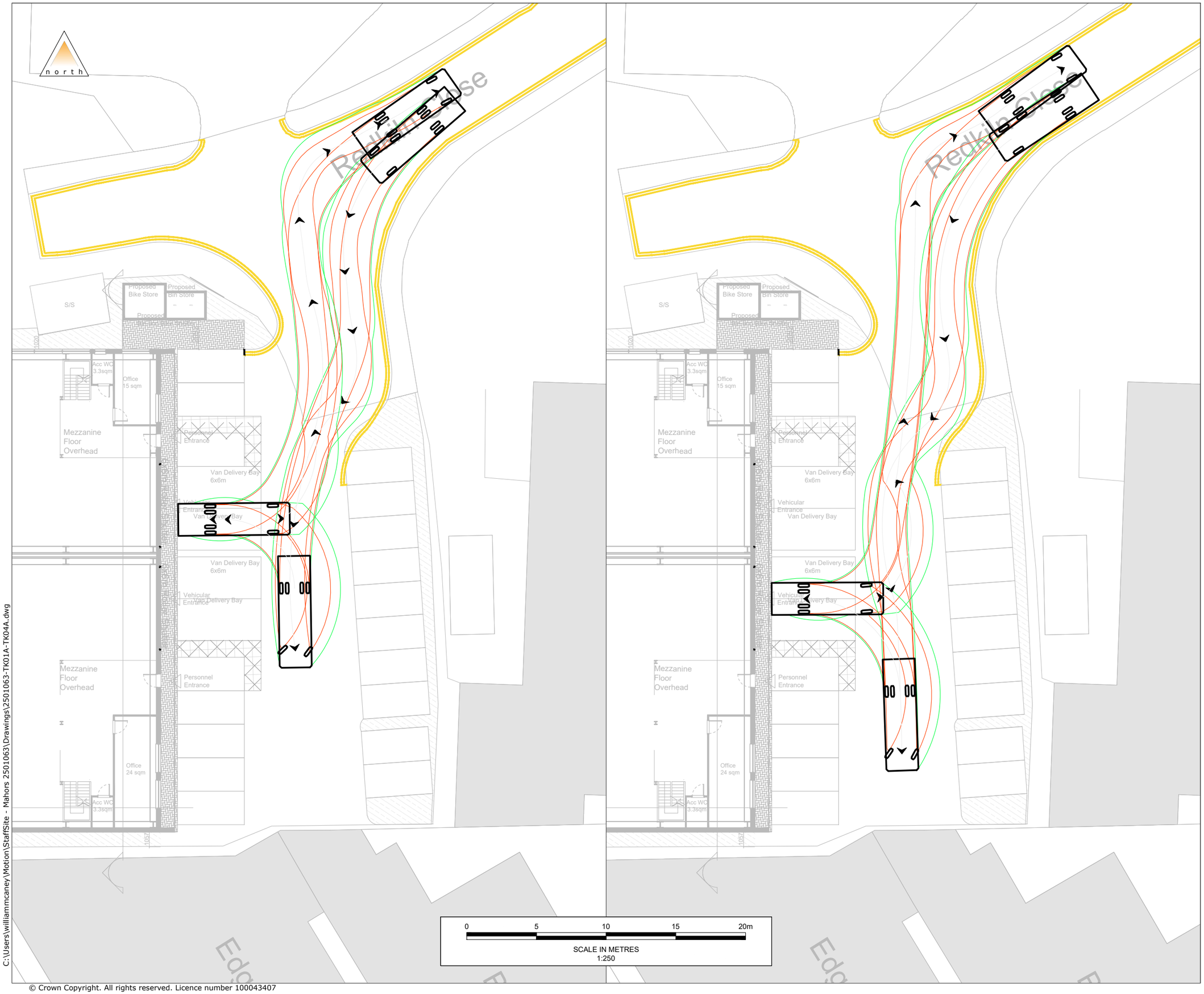
Project:
4-5 Redkiln Close, Horsham

Title:
Swept Path Analysis
7 Metre Delivery Van

Scale: 1:250 (@ A3)

Drawing: 2501063-TK02

Revision: A



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Notes

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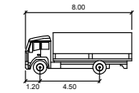
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.



8.0m Rigid

	meters
Width	2.30
Track	2.12
Lock to Lock Time	6.0
Steering Angle	42.7

Rev.	Description	Drn	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	28/04/2025
-	First Issue	WMC	DM	DM	25/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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Client:
Made Architects

Project:
4-5 Redkiln Close, Horsham

Title:
Swept Path Analysis
8 Metre Rigid

Scale: 1:250 (@ A3)

Drawing: 2501063-TK03

Revision: A

north

Holm Filters

Redkiln Close

H & S Motor Services

S/S

Proposed Bike Store

Proposed Bin Store

Proposed Substation

1519

1020

Acc WC 3.3sqm

Office 15 sqm

PROPOSED UNIT 5
GIA = 663sqm

GF = 620 sqm
MEZZANINE = 43 sqm

Mezzanine Floor Overhead

Personnel Entrance

Van Delivery Bay 6x6m

Vehicular Entrance

Van Delivery Bay

Van Delivery Bay 6x6m

Vehicular Entrance

Van Delivery Bay

PROPOSED UNIT 4
GIA = 898sqm

GF = 825 sqm
MEZZANINE = 73 sqm

Mezzanine Floor Overhead

Personnel Entrance

Office

0 5 10 15 20m

SCALE IN METRES
1:250

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Notes

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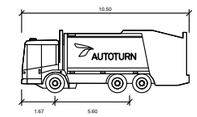
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.



Horsham Refuse Vehicle

meters

Width	:	2.53
Track	:	2.53
Lock to Lock Time	:	4.0
Steering Angle	:	45.0

Rev.	Description	Drn	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	28/04/2025
-	First Issue	WMC	DM	DM	25/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
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Client:
Made Architects

Project:
4-5 Redkiln Close, Horsham

Title:
Swept Path Analysis
Horsham Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing: 2501063-TK04

Revision: A

Appendix E

TRICS Output

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-250226-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	530 to 1050 (units: sqm)
Range Selected by User:	500 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DS-02-C-02 GLASS SPECIALISTS DERBYSHIRE
STONEGRAVELS LANE
CHESTERFIELD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 530 sqm
Survey date: WEDNESDAY 04/10/23 Survey Type: MANUAL

2 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

3 NN-02-C-01 RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY 22/10/20 Survey Type: MANUAL

4 TV-02-C-02 FLUID ENGINEERING TEES VALLEY
PARKVIEW ROAD WEST
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: FRIDAY 04/09/20 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 08:00	4	743	0.538	4	743	0.168	4	743	0.706
08:00 - 09:00	4	743	0.673	4	743	0.303	4	743	0.976
09:00 - 10:00	4	743	0.303	4	743	0.236	4	743	0.539
10:00 - 11:00	4	743	0.236	4	743	0.236	4	743	0.472
11:00 - 12:00	4	743	0.168	4	743	0.168	4	743	0.336
12:00 - 13:00	4	743	0.303	4	743	0.370	4	743	0.673
13:00 - 14:00	4	743	0.404	4	743	0.404	4	743	0.808
14:00 - 15:00	4	743	0.236	4	743	0.135	4	743	0.371
15:00 - 16:00	4	743	0.370	4	743	0.404	4	743	0.774
16:00 - 17:00	4	743	0.101	4	743	0.707	4	743	0.808
17:00 - 18:00	4	743	0.000	4	743	0.101	4	743	0.101
18:00 - 19:00	3	814	0.000	3	814	0.082	3	814	0.082
19:00 - 20:00	1	702	0.000	1	702	0.000	1	702	0.000
20:00 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.332			3.314			6.646

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	530 - 1050 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.